

11-13-1984-p.2

curion line. A point to be considered in determining the feasibility of such an excursion is that, in addition to the line being a direct descendant of the R&H gravity railroad, it is also routed through the backyards of the valley, thus providing a chance for passengers to learn about the people of Lackawanna County in a manner that could be provided no other way. Scranton's Mayor, James Barnett McElully, described this very aspect of the line to the Scranton Board of Trustees at a meeting in Scranton City Hall, shortly after the Board had toured the former Delaware, Lackawanna, and Western shops in November, 1982. Mayor McElully explained that not only would such a route allow excursionists to view the remains of the anthracite industry, but would also provide a sense of the ethnic and social fabric of which the Lackawanna valley is made.

Another use of the line which is of critical importance to the region is that of a commuter rail service. This could, conceivably, take the form of either a conventional train made up of a locomotive and passenger coaches, or the implementation of a railbus service. In either case, however, it would be of tremendous assistance in alleviating the congested conditions on Route 6 and the major thoroughfares through the towns in the valley.

Finally, when one considers the future, it is obvious that to allow rail service in the valley to come to an end would be nothing less than disastrous. The competition for attracting of industry is at present intense, and there does not seem to be any reasonable indication that this situation will change. Therefore, it is not inconceivable that the existence of quality, well-managed railroad service could very well be the determining factor in the location of new industry to the Lackawanna Valley. At the same time, such rail service could also allow existing industries to expand their production, and thus increase their employment.

The Carbondale Historical Society and Museum, Inc. therefore urges the Lackawanna County Commissioners to purchase the former Delaware and Hudson mainline in the Lackawanna valley, and take all necessary steps to restore it to operation. To allow this line and its service to be eliminated will result in nothing other than negative consequences, and will be an error of the greatest magnitude.

The Society fully supports the creation of a Lackawanna County Rail Authority as a vehicle by which the acquisition and operation of the former Delaware and Hudson mainline, and other regional lines as the needs arise, may be accomplished.

John W. Kiefer, Jr. Robert Powell

Henry J. Loftus, Jr. President

Robert J. Tomaine

Transportation Committee

Railroads have been the cornerstone of the economy of northeastern Pennsylvania for over one hundred and fifty years. This relationship began in Carbondale, in 1829, with construction of the first commercially successful railroad operation in America, that of the Delaware and Hudson Canal Company. A gravity-powered line, it ran from Carbondale to Honesdale, and had been built for the specific purpose of transporting coal from the mines in Carbondale and the Lackawanna Valley to the R&H Canal at Honesdale. As a component of the Delaware and Hudson Canal Company, the gravity railroad was an integral part of the first million-dollar undertaking in America.

With prosperity of that magnitude, there was a concurrent growth in the prosperity of Carbondale and the entire Lackawanna valley. That prosperity, in turn, brought more railroads into the area, so that by the end of the nineteenth century, nearly a dozen railroads were serving the area. The Delaware and Hudson, the Erie, the Delaware, Lackawanna, and Western, the New York, Ontario, and Western, the Lackawanna and Wyoming Valley, the Erie and Wyoming Valley, the Pennsylvania, the Carbondale Railroad of New Jersey, the Lehigh Valley, and the Northern Electric were each a part of the economic life of northeastern Pennsylvania. These companies provided jobs for the local population, and a means of transportation for the products of the region. Additionally, significant employment was provided by the service industries to these railroads, such as car- and locomotive-building concerns, and manufacturers of rail.

Now it is time for the railroads, these same railroads that carried the coal from northeastern Pennsylvania, to bring prosperity back into Lackawanna County. It is time for these railroads to be renewed, so that the products of regional industries can once again be marketed and distributed throughout the United States. It is time for these railroads to be revitalized, so that once again, northeastern Pennsylvania's industry can find ready access to its markets. It is time for these railroads to be rebuilt and revitalized so that once again, this region may become a part of the world.

Concurrent with the revitalization of the railroads so that industry may be served, a railroad-related tourism industry must also be developed. Such a railroad related tourist industry is working in numerous locales across the United States, with the most familiar and most obvious example being, of course, Steamtown. The former Delaware and Hudson mainline from Carbondale to Scranton is an ideal example of a route which can not only develop, but also sustain, a tourism industry.

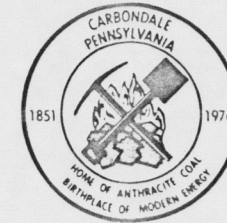
Such a tourism industry would prove to be an economic asset to the entire valley, in that not only would it enhance the successful operation of Steamtown, but at the same time would also be enhanced by the close proximity of the world's largest collection of steam locomotives. Given the rich history of Carbondale and the Lackawanna valley, it does not seem unrealistic to propose such a tourist/ex-

11-13-1984 - p.3

Carbondale Historical Society and Museum, Inc.

Post Office Box 151, Carbondale, PA 18407

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Henry J. Loftus, Jr.
Secretary: Robert J. Tomaine
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9 November, 1984
Mr. Joseph Concoran, Chairman
Lackawanna County Commissioners
Courthouse Annex
Scranton, Pennsylvania 18503
Dear Mr. Concoran:

Subject: Lackawanna County
Railroad Authority.

This communication is to notify you and all other concerned parties regarding the formation of the Lackawanna County Railroad Authority that the Carbondale Historical Society and Museum, Inc., headquartered in Carbondale City Hall and Courthouse (Box 151, Carbondale, Pennsylvania 18407), and its 103 members wholeheartedly support the purchase - acquisition and operation of the former Delaware and Hudson Railroad mainline (now Guilford Industries, Inc.) from Taylor, Pennsylvania and/or Moosic, Pennsylvania to Simpson, Pennsylvania, which is the end of the line. The entire property is located in Lackawanna County, Pennsylvania.

There is every reason to believe that the newly-formed Rail Users' Group will fully support the acquisition, as will dependent rail-users on the now-abandoned line who have had to convert to much more expensive modes of transportation, i.e., truck, rail - truck, and private truck transportation. It is also firmly believed that through proper supportive efforts by the various interested parties if the line is acquired, they - all interested parties - can, through effective solicitation, divert the many other industries in the communities along the above-mentioned Delaware and Hudson line to support the undertaking with rail and/or piggyback traffic, which will materially benefit the economy of the region, and the communities that will be served. It is very possible that a piggyback ramp can be installed at a convenient midway point to attract Trailer on Flatcar Traffic.

In the event that the above-mentioned line is not acquired through purchase, lease, or outright acquisition for \$1.00, the potential economic loss to the state, the region, and all area communities would, in our opinion, be a disaster. Positive action, therefore, must be taken to achieve our desired goals. Any supportive assistance, including testimony or written briefs as may be required, will be furnished by the Carbondale Historical Society and Museum, Inc.

We would sincerely appreciate your support.

Cordially,

S. Robert Powell, President,
The Carbondale Historical
Society and Museum, Inc.

John Kiefer

Henry J. Loftus, Jr.

Robert J. Tomaine
Transportation Analysis
Committee

CC: Mr. Ray Allwright
Mr. Charles Luger

Letter was hand delivered on 11-13-1984 at 9:30 A.M.
Present at hearing from Carbondale Historical Society
were: SRP, RJT, Hank Loftus, & John W. Kiefer, Jr.
Doc Davis represented the City of Carbondale.